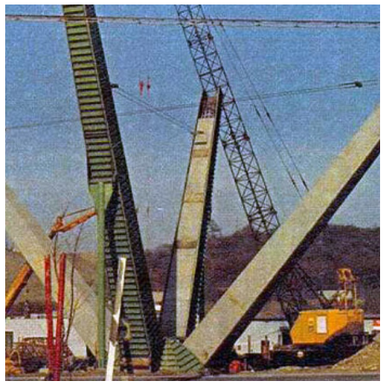
The level of interest in this project is high throughout Pierce County. WSDOT works with local media to keep the public informed.

Project vicinity in Tacoma, Wash.



The existing Nalley Valley viaduct was built in 1971 and was constructed with unique tetrapod (four-legged) columns.

This computer-enhanced photo shows the Westbound Nalley Valley viaduct after construction. The green-shaded bridge is a temporary westbound construction detour.

How will drivers benefit?

The project eliminates one of the worst bottlenecks in Pierce County. Getting from northbound I-5 to westbound SR 16 during the afternoon commute is especially frustrating for drivers.

Backups develop due to the weave between southbound I-5 vehicles and northbound I-5 vehicles entering westbound SR 16 and exiting at Sprague Avenue.

Separating these groups of vehicles on dedicated bridges with their own ramps to Sprague Avenue eliminates the conflicting movements, increases safety and relieves congestion.

What should drivers do during construction?

- Use alternate routes during the Sprague Avenue ramp closures. Go to www.tacomatraffic.com for the ramp closure timeline and recommended alternate routes.
- Plan ahead for possible delays on SR 16 during construction.
- Stay informed about the project progress and traffic impacts at www.tacomatraffic.com.

What is WSDOT doing?

We are working closely with the City of Tacoma and coordinating with the contractor to minimize traffic and noise impacts.

What other work is WSDOT doing?

Crews are building stormwater treatment facilities and retaining walls as part of this project.

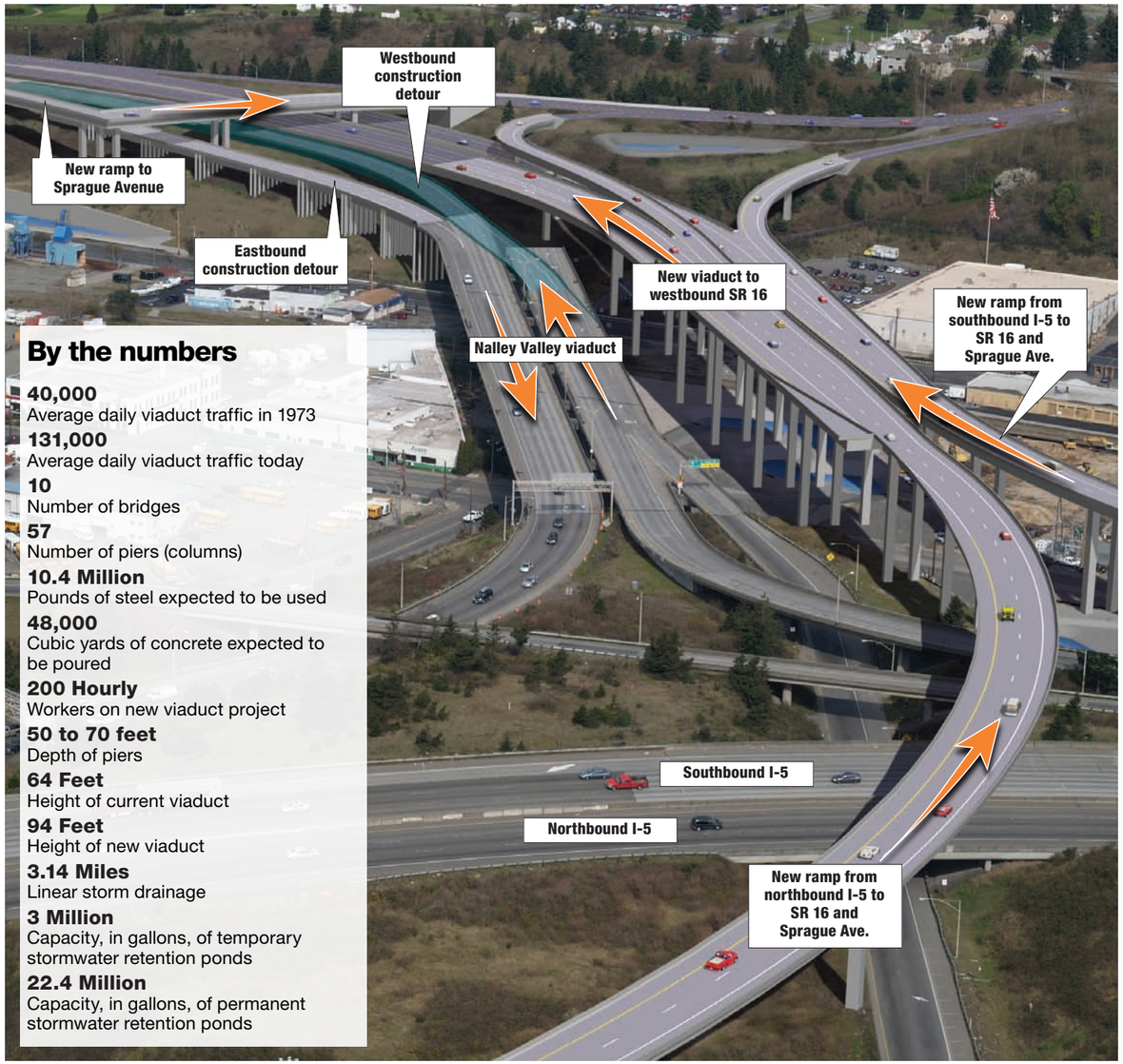
What other closures should I know about?

- Traffic revisions and restrictions are necessary to complete this project efficiently and safely. Drivers should anticipate lane closures on SR 16, I-5 and nearby city streets for girder-setting and other work activities.
- A section of the Scott Pierson trail closes temporarily during construction.

I-5/SR 16 Westbound Nalley Valley

Washington State Department of Transportation

www.tacomatraffic.com



By the numbers

40,000
Average daily viaduct traffic in 1973

131,000
Average daily viaduct traffic today

10
Number of bridges

57
Number of piers (columns)

10.4 Million
Pounds of steel expected to be used

48,000
Cubic yards of concrete expected to be poured

200 Hourly
Workers on new viaduct project

50 to 70 feet
Depth of piers

64 Feet
Height of current viaduct

94 Feet
Height of new viaduct

3.14 Miles
Linear storm drainage

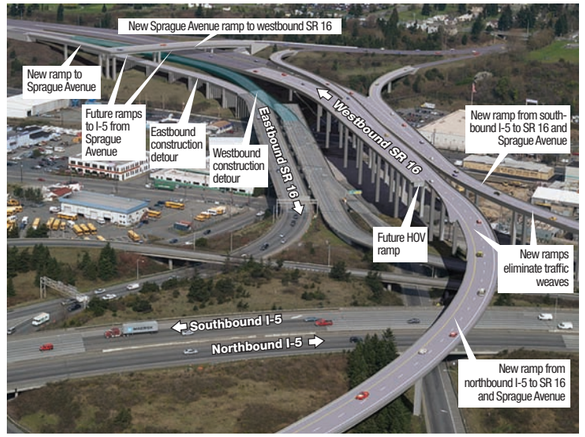
3 Million
Capacity, in gallons, of temporary stormwater retention ponds

22.4 Million
Capacity, in gallons, of permanent stormwater retention ponds

Nalley Valley Viaduct today

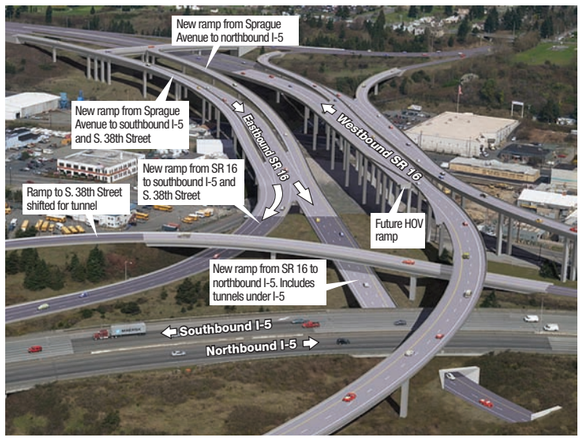
The Nalley Valley Viaduct as it was when it opened to traffic in 1971 and how it exists today.

Nalley Valley Viaduct in 2011



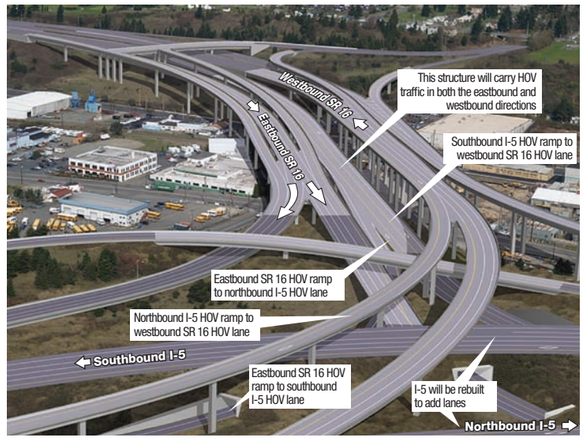
This computer-enhanced photo shows SR 16 after a new westbound viaduct is complete in 2011. Westbound SR 16 traffic moves onto the new westbound structure, and eastbound traffic drives on a temporary eastbound construction detour.

Nalley Valley Viaduct in 2013



In this second Nalley Valley project, crews build a new eastbound structure. The 1971 viaduct is demolished in this project. When the new eastbound structure is opened to traffic, the Sprague Avenue on-ramp to eastbound SR 16 also opens to traffic.

Nalley Valley Viaduct in 2023



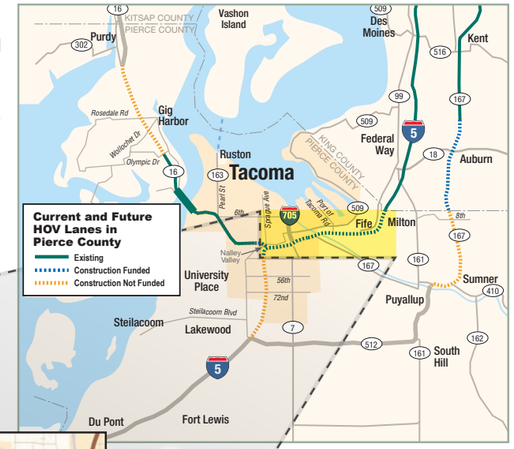
In this third project, crews build direct HOV connections between I-5 HOV lanes and SR 16 HOV lanes and realign much of northbound and southbound I-5 at SR 16. The HOV direct-access ramps are the last piece of a continuous HOV system from Gig Harbor on SR 16 and Everett on I-5. The last project scheduled to be built at Nalley Valley occurs between 2020 and 2023.

Tacoma/Pierce County HOV Program Overview

Regional HOV Program

The three Nalley Valley projects are part of a larger regional HOV effort called the Tacoma/Pierce County HOV Program. As part of this program, the first HOV lanes in Pierce County opened in 2007. They extend from Union Avenue in Tacoma to Olympic Drive in Gig Harbor. Other recently completed projects on I-5 through Tacoma prepare for future HOV lanes.

The program map below shows the current focus of the Tacoma/Pierce County HOV Program and represents the next wave of HOV projects scheduled for construction. These projects add more than 16 HOV lane miles to I-5 and connect to the HOV lanes in King County. The HOV Program timeline at the bottom of the page shows each project's current schedule for design and construction.



HOV Program Map

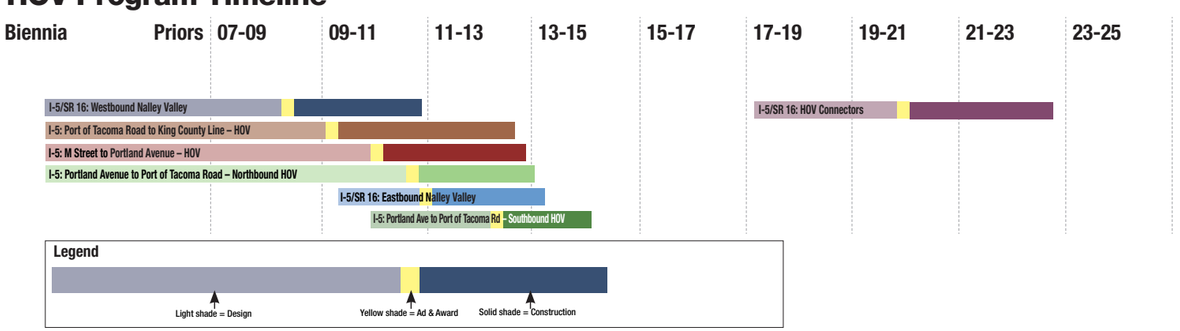
1. I-5/SR 16: Westbound Nalley Valley
2. I-5: Port of Tacoma Road to King County Line – HOV
3. I-5: M Street to Portland Avenue – HOV
4. I-5: Portland Avenue to Port of Tacoma Road – Northbound HOV
5. I-5/SR 16: Eastbound Nalley Valley
6. I-5: Portland Avenue to Port of Tacoma Road – Southbound HOV
7. I-5/SR 16: HOV Connectors

More than HOV Lanes

In addition to HOV lanes, the Tacoma/Pierce County HOV projects provide many other improvements:

- **Safety** – Additional merge lanes, wider shoulders, improved ramp alignment and curves, and improved lighting.
- **Traffic and Operations** – Improved mobility due to additional capacity, better roadway alignment and the relocation of on- and off-ramps.
- **Environmental Stewardship** – Mitigation to minimize noise impacts, nearby wetlands will be enhanced or expanded, and improved methods to treat stormwater runoff.
- **Intelligent Transportation Systems (ITS)** – Addition of traffic cameras, electronic signage of traveler notification, highway advisory radio and traffic data collectors that send data to traffic management centers for monitoring and provide traffic information for the Web and 5-1-1.

HOV Program Timeline*



*WSDOT's mission is to keep people and business moving. To that end, the above project timeline is subject to change based on decisions about maintaining traffic mobility during construction.